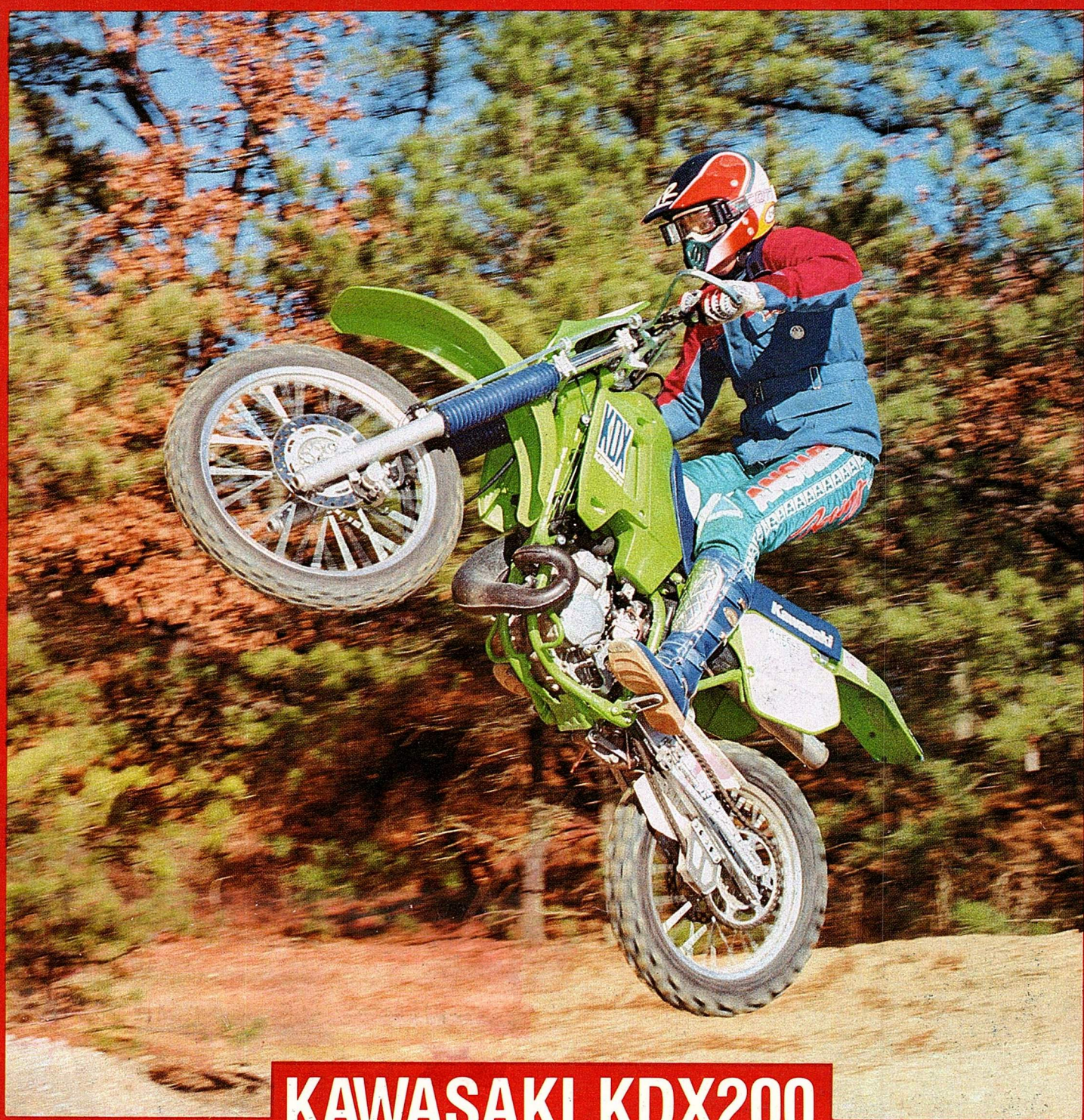


Trail Rider

Magazine

February 1989

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KAWASAKI KDX200

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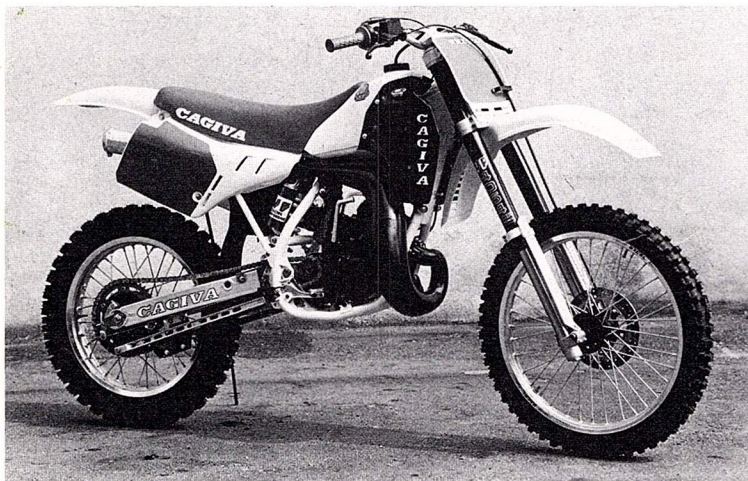
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General Disclaimer

Motorcycling is a dangerous sport. Wear tons of protective gear and think about what you're doing when you ride. Do not act like an idiot; ride slowly and quietly past houses and on public roads, and give everyone the right of way: stop for all hikers, horse people and tourists. Do not litter. Take your helmet off and talk to folks, let them know that we're human too. Additional disclaimers: The opinions expressed in Trail Rider are unsubstantiated and ill-advised, and not representative of clear thinking on behalf of the Publisher. This magazine is entirely inedible, but certified acceptable as cat box or canary cage liner.

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Top Artist

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On the Move

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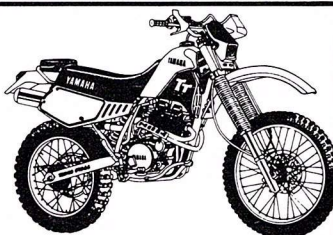
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The Advertising Deadline
for the April issue is
February 17, 1988

On the cover: The esteemed yet aging Editor of this rumor-mill manages to get his considerable bulk airborne with the able help of the new KDX200. What do you do when you like a test bike so much you hate to give it back? Stay tuned and we'll all find out. Photo by Bryce Maguire, who always wanted to be a journalist but wound up with a badge and gun instead.

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riding for fun

You can't just ride for fun in the Pines," said my friend Jamie, as we were lining up a mid-December trailride in Pennsylvania. "Most of that stuff, you have to attack it wide open, and that's just not comfortable if you want to trail ride."

Jamie likes to race, and he does well in the enduros and hare scrambles. But, we were talking about a day of fun riding, and without so much as a flinch he admitted that fun riding to him didn't mean traveling at a breakneck pace. I was right behind him on that thought, so we agreed to meet in Brandonville if the snow wasn't too thick. Better than being in top gear all day, trying to stay on top of the whoopedos.

We've learned a lot about fun riding this past season; all of us. One of the first runs in the ECEA, the Pine Hill enduro in April, has been acquiring a reputation for being a "timekeeper" run. Among the "A" riders, such a label is usually sneered in contempt, but simple numbers tell the tale. Last year's Pine Hill drew nearly 500 riders, which is quite good that early in the season. There may be 100 "A" riders out of all that, but there's probably more like 75.

NETRA's first warm weather enduro of the year was the New England Championship, and Trail Boss Jerry Shinnners said he was going to make it "so easy everybody was going to cry from boredom." He did, but they didn't. Instead, the enduro had the largest turnout it every recorded (since the "good old days," when every run seemed to have 500 riders), and 230 riders trooped out to try it. This was some sort of a small miracle, or at least a leap of faith on the part of the riders, since the N.E. Championship had the reputation of being a really nasty run, and the year before had coaxed only 150 riders out of the woodwork.

The run was quite a success. There were no DNF's because the "course was too tough," the top riders still dropped five or six points, and there were no "C" riders houred out, other than a couple of mechanical failures. The only sniveling was offered by a few "A" riders, complaining that the run was too easy. There were well over 200 other people smiling broadly, though.

There shouldn't be any mystery here. The Beehive in South Jersey is an excellent example. 580 riders in 1987, 542 riders in 1988. All the top guys complain that it's too easy, but when it's over, they're not all tied for the win with 0.0 scores. Only one guy wins, the other contenders talk about the dumb mistakes they made. Everybody else goes home tickled pink.

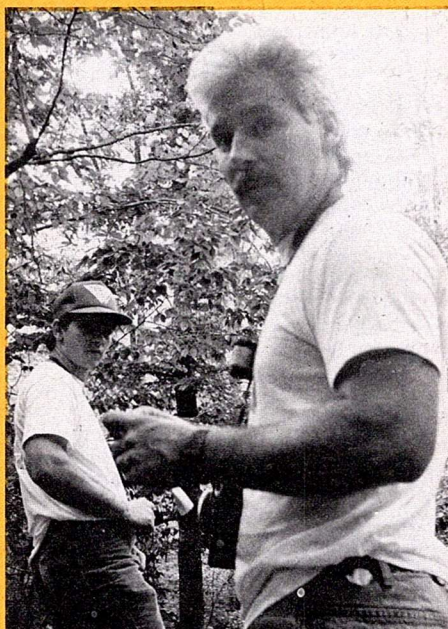
The Pathfinders have also been trying out this new "easy" tack, with their Cockaponsett enduro in Chester, Connecticut. It's a very simple run, nothing to hurt you, and the popularity of it has been increasing every season. This is all the more remarkable since their original enduro had one of the worst reputations in New England! "We even had guys from Jersey come up this year," said Pathfinder Rich Billingslea, "And they were actually happy afterwards! Said it was a good ride!"

Are we getting the message here? Easier runs are fun runs, and everybody wants to have fun. Nobody likes to spend two or three hundred dollars repairing their bike

Last Over

by Paul Clipper

Happier Trails



after an event, only to be looking forward to breaking it in the next one.

Okay, there are exceptions to the rule. We had two mean, nasty Nationals this year, but I don't include them with the rest of our runs. Nationals are supposed to be tough. They test the endurance of the best riders in the country, and everybody else has to work to keep up. This is the way it should be, as I see it, but at least you know the simple rule: if you don't want to get hammered, don't enter a National.

We haven't been entering Nationals. Reporting on them, yes; entering them, no. What we have done a lot of in 1988 is NETRA Turkey Runs, and we hope to do more of them in '89. A Turkey Run is the sleeping giant of our northeast riding community. You don't hear much about them, but hundreds of people are secretly enjoying them.

Take the last run of the year, for example, the Chilly Chili Turkey Run. They had nearly 280 riders in attendance—more than most of the enduros all year! There were no class awards, no competition; only a slim chance to win a plaque or a mug if you came in with a decent poker hand (and the chances of that are mighty slim!). The people are there for a good, no pressure ride; the last trailride of the season for many of them.

There aren't many dirt roads in the Chilly Chili, but there is plenty of trail to ride.

Most of the NETRA Turkey Runs are over 80 percent trail; some of them use trail sections that would be demanding in an enduro, and a few sections here and there are too tough to put in an enduro! They aren't simple playrides, that's for certain, but they draw more than the enduros. No time-keeping, no pressure, just fun.

Most of the Turkey Runs follow parts of the NETRA Trail System; another little-known attraction of the Northeast. NETRA actually manages around 2000 miles of riding trails in the New England states. We covered one of the Trail System routes in the October '88 issue (the *Borderline Trail*), and we're looking forward to doing more in the near future. We are working on a feature story on the NETRA Trail System, including how to join and where to ride. Maybe it'll all be ready to read when spring riding starts!

Even some of the hare scrambles draw crowds because they're more enjoyable than others. The Delaware Enduro Riders put on a great hare scrambles, and even though most of their publicity is through word of mouth, they still managed to pack them in. Up in NETRA, the Mohawk is really popular because it's a great track for spectators, and the King Philip because it's a perfect rider's track. Both are demanding courses, but open and enjoyable, for the most part.

The message here is plain, I'm sure. Organized, two-wheeled off-road riding is enjoying a resurgence here in the northeast, and the club's attitudes towards the riders makes a big difference in how many entrants show up. Make it an "easy" ride, use resets to keep people from houring out, keep the hare scrambles tracks safe and wide, and make it a fun day in the saddle. Let's make the upcoming '89 season the biggest one yet! □

Mike Bell not heard from in weeks.

Story on page 31.

BRACE YOURSELVES

When we say get ready for the spring riding season, we don't mean start getting into shape, and we also aren't talking about machine maintenance. Last summer was a bad time for land hassles—use permission was harder to obtain, paperwork was thicker, and more land has disappeared. Things will not all of a sudden be better when the weather warms up, so get out your pens and writing paper, and warm up your phone. We've got work to do.

If you or your club enjoys close contact with a land manager or State Forest Ranger's office, give them a call. Talk to them about your plans for the upcoming season. Write an official letter thanking them for their help and cooperation during the past season, and listing your plans for the new year. Don't forget to volunteer your club for clean-up details, or public service help in one way or the other. It's important that everybody who works for the State Forests knows that we're a bunch of decent people, from the guy who cleans the restrooms to the top level officials in the state.

We have to lay the groundwork, people. Meetings are being held right now, to determine the "mood" for this season, and to ward off problems before they start. We may have to start letter writing again, but we'll find out to whom and when, and let you know next month.

NEW STAFF MEMBER

We've "hired on" a new employee here at *Trail Rider*, and in the fine old publishing tradition, we made sure he was a family member. Named Zachary Lawrence Clipper, he's without a doubt the lightest member of the staff, weighing in at 7 pounds 15 ounces, but with our training regimen lately he'll be pushing 200 in no time. We plan on putting him on the keyboard just as soon as he can hold his head up, and maybe letting him test the new KDX... maybe in 1999!

XR200 WINS MOHAWK!

Report by Peter Haviland / Hoosac Valley MC

This year's Mohawk enduro began on a sunny, sub-freezing morning in the Berkshires. The cold temperatures may have discouraged a few riders, possibly including Bert Guerrette, who had the NETRA Championship sewn up anyway.

The course consisted of roughly 85 miles of trail that were wet and muddy due to a great deal of rain in the preceding weeks. Snow was encountered here and there, for the first time since the Snow Run in February '88.

Overall High Point was earned by Bob Dana, who embarrassed all the riders using the latest trick two-stroke techno-bikes by winning on a Honda XR200. The last time Bob has taken home the High Point trophy was back in the late '70s on a Bultaco.

Most riders at the finish seemed to be in good spirits, in spite of the bone-chilling temperatures. Scores were posted and trophies were distributed quickly and with a minimum amount of hassle, much to the relief of the shivering crowd.

Mohawk Enduro Class Results			
Bob Dana	7	2. Fred Burnham	14
Overall High Point		3. Denis Laliberte	21
Kemp Stewart	8	A Super Senior	
High Point A		1. Irving Witkop	13
Curt Howard II	13	2. Gary Martin	17
High Point B		3. Fran Guchone	18
Thomas Rainville	16	Four Stroke	
High Point C		1. Patrick Wolf	11
A Bantam		2. Mike Ruhl	27
1. Kerry Clark	11	3. Dave Carlson	42
2. Tony Plette	17	B Bantam	
3. William Gerner	24	1. George Gagnebin	22
A Light		2. Russell Kibbe	31
1. Keith Honda	9	3. Rich Lorenson	32
2. Jim Mitchell	10	B Light	
3. Larry Pugrab	10	1. Jeff Walker	18
A Heavy		2. David Kelly	20
1. Bob Ellis	9	3. Jeff Bauer	23
2. Ron Stavens	9	B Heavy	
3. Russ Stearns	11	1. Dave Leedberg	18
A Senior		2. Rod Worster	19
1. Pete Ruggiero	9	3. John Przybylski	21
		B Senior	
		1. Wes Clark	17
		2. Dave Ellingwood	19
		3. Phil Collins	23
		B Super Senior	
		1. Peter Haviland	18
		2. Dave Fitzgerald	22
		3. Tom Grant	31
		C Bantam	
		1. Scott Stumpf	35
		2. Jarod Blerly	35
		3. Mike Cyr	36
		C Light	
		1. James Currie	23
		2. Jason Rawlings	24
		3. Peter Sandstrom	27
		C Heavy	
		1. Paul Hurley	28
		2. Mike Zahanski	48
		3. Len Hooper	94 ck.7
		C Senior	
		1. Wayne Longe	27
		2. Thomas Cassidy	43
		3. Tim Willey	53
		C Super Senior	
		1. Irwin Moiseff	39
		2. Toni Moores	40
		3. Mike Magoon	61

Eastern News

SNOW BLIND

If you're already starting to get bored, with no events to go to, make plans to attend the Snow Run in Stafford Springs, Connecticut, on February 5th. It starts at a company called "John the Jackman," and the location is arrowed from the intersections of Routes 32 and 190 in Stafford Springs. Key time is 9 A.M., and the entry fee is \$20 pre, and \$25 post.

They'll be running Brand X rules, the course will be about 60 miles long, and there will be a license and registration check courtesy of the Connecticut DEP. Studded tires are recommended—either automotive studs or Trelleborg spike tires—but no sheet metal screws are allowed. You will need the studs. If the weather cooperates, the trails will be hard-packed, frozen snow, following established trails and snowmobile paths, and the riding will be unbelievable.

Whatever the weather, it's definitely an amusing thing to do in the middle of winter. For more information call NETRA at (203)875-5757.

DATE CONFLICT

The date conflict reported on earlier, regarding the Little Rhody National and the Sandy Lane enduro later this season has been resolved. The revised date for the Rhody run is October 22, while the Sandy Lane will run as originally scheduled on October 8. The ECEA has 18 enduros on its calendar this year, so come on out and ride some of them!

FREE FOR CLUBS!

NETRA has announced that any club that puts on an enduro or turkey run this year and allows the trail to become part of the NETRA Trail System, can get all kinds of freebies. How about a free ad in the newsletter, 1000 free route arrows and free insurance for their run? Any interested clubs should contact the NETRA office at (203)875-5757.

What's On

January 1989

- 1/14 VCHSS Awards Banquet
Williamsburg, VA
- 1/15 SETRA Enduro
Charleston, SC
- 1/15 Tri-State MC Ice Races
New Windsor, NY
- 1/22 SETRA Enduro
Clinton, SC
- 1/22 Tri State MC Ice Races
New Windsor, NY
- 1/28 ECEA Awards Banquet
Cherry Hill, NJ
- 1/29 SETRA Enduro
Sumter, SC
- 1/29 Tri State MC Ice Races
New Windsor, NY
- February
- 2/5 Tri-State MC Ice Races
New Windsor, NY
- 2/5 SETRA Hare Scrambles
Maxeys, GA
- 2/11 NETRA Awards Banquet
Albany, NY
- 2/12 Tri-State MC Ice Races
New Windsor, NY
- 2/19 Tri-State MC Ice Races
New Windsor, NY
- 2/26 SETRA Hare Scrambles
Sumter, SC

NAMES AND ADDRESSES

- New England Trail Rider Association
(NETRA)
P.O. Box 478
Ellington, CT 06029
(203)875-5757
- East Coast Enduro Association
(ECEA)
RD 1, Box 93
Columbus, NJ 08022
(609)298-5201
- Virginia Championship Hare Scrambles Series
(VCHSS)
114 Holloway Drive
Smithfield, VA 23430
(804)255-4620
- Pennsylvania Trail Riders Association
(PATRA)
Box 77
Thomasville, PA 17364
Potomac Motocross
P.O. Box 156
Budds Creek, MD 20650
(301)475-2000
- Racer Productions
(Coombs' 100 Miler/GNCC Series)
Route 7, Box 459
Morgantown, WV 26505
(304)594-1157
- North Carolina H.S. Series
P.O. Box 338
Fayetteville, NC 28302
(919)867-5219
- American Motorcyclist Assn.
P.O. Box 6114
Westerville, OH 43081-6114
(614)891-2425
- Southeastern Enduro and Trail Riders Association
(SETRA)
P.O. Box 1935
Roswell, GA 30077-1935

NETRA CHANGES

This is the time of year for rule changes in any association, as members aren't busy riding! There may be some interesting NETRA changes this year, as there has been a proposal for a AA class. The top five overall NETRA riders for '88 will be riding in a AA class for '89, which should open up some of the A class trophies to other riders.

The NETRA Board of Directors also got together and revamped Brand-X timekeeping rules, which should come as a relief to almost everybody. They are now very similar to AMA rules, except the AMA "free territory" (checks three miles apart, free mileage before and after a gas stop) will not apply—there is no free territory in Brand-X rules. Also the flag colors will change to the AMA colors, and the AMA system of tiebreaking will be used. You still assume a new number when you're late to a check though, just to make sure there's no speeding on the roads.

There were also many small detail changes in the rules, and you'll be able to read about them in the revised rulebooks later this year.

There will be no NETRA Snow Scramble on the schedule this

season. Those of you who have frozen various parts of your bodies off at previous Snow Scrambles will not be consumed with grief, but it's still a shame to lose an event.

Winter time is the time for eating and drinking and partying, and we have plenty of banquets to hit this winter (one is usually enough!). The NETRA banquet will be at the Marriot Hotel in Albany, New York (is that really in New England?), on the 11th of February. Tickets will be available from the NETRA Competition Committee; get them through your club or call the NETRA office for advice.

CLEAN UP KUDOS

Hats off to Meteor Motorcycle Club once again, for a club cleanup they sponsored at Atsion Lake, New Jersey, on October 22. They cleaned up a five-mile section of Quaker Bridge Road, a semi-wilderness area much-used by hikers and horse people. They caused more than a little bit of surprise among the non-motorcycle trail users out that day, and picked up some great public relations in the form of a headlined article in the Philadelphia *Inquirer* newspaper. Good job, guys! □

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TWO DATES AT

UNADILLA

Unadilla Valley Sports Center will host two big events this year. On July 9, all of the major European and American riders will converge once again for the Unadilla 250 USGP, the 12th running of this famed event. No surprise there, but in the fall—October 15—Unadilla will once again open its gates for a 125/500 Pro National event. That's right, this is the first time the UNadilla circuit has been used for National racing, and you can bet that these guys are going to be foaming at the mouth to take a win there! If you want ticket information, contact UVSC at P.O. Box 5119, Edmeson NY 13335.

NEW HUSKYS!

Strong rumors are circulating that we will see 1989 model-year Husqvarnas after all, and the rumors are looking more true every day. The '89 line-up will allegedly consist of a WRK125 and WRK200 Cagiva-engined off-road bikes (basically the same as the '88 WRK125), plus Husqvarna-engined 250, 400, and 500WR models. The WRs will have basically the same features we all know now (yes, a drum brake rear), but will have a new front end, based on the Marzocchi upside-down forks. There will also be the Cagiva 350T4 and 500T4 dual-purpose bikes, as well as the 125 and 250 WMX, this year featuring a rear disc brake.

Rumors that Cagiva is foundering are also untrue. The

company is well and basically healthy, although they are still working on smoothing out parts delivery and such. One big step they're taking (or *have taken*, by the time you read this) is to move the whole corporate operation to New Jersey, of all places. We'll be neighbors! Apparently, the company is moving to Avenel, NJ, just north of Perth Amboy. It makes sense to do that, actually, because this side of the country is closer to Europe and Cagiva will probably be able to arrange faster deliver (the other side of the country is closer to Japan).

Whatever the reason, we'll welcome Cagiva to our side of the world, and hope they live long and prosper here!

FALL THUMPER

Received the fall issue of *Thumper News*, the newsletter of the Four-Stroke Singles National Owners Club, or FSSNOC, for short. We told you about these people once before; an association for people nuts about four-stroke singles, geared heavily toward the Yamaha SR500 (remember? The nifty street version of the TT500? What a neat bike!). Well, they're still at it and going strong, and if you have a single-jug thumper—road or dirt—you should join up with them. There's lots of valuable parts and information swapping going on here.

Get in touch with Jack Robinson, at P.O. Box 1804, Hutchin-

son KS 67504-1804. They don't say in this issue what membership costs (or *if* it costs), but what ever it is it's worth it.

BITTER END

The "Bitter End" has come and gone for the 1988 National Enduro series. The 100-mile Bitter End national was hosted by the Brushpopper Motorcycle Club and ridden by riders from all over the nation. Poor weather turned an already tough course into a very long day for a lot of the B riders, but the AA riders were up for the occasion. Yamaha's Jeff Russell posted an impressive score by dropping 24 points, but the rest of the pack was right behind him.

The AA class consisted of nine of the nation's best, and except for the poor luck and

Bitter End Enduro Class Results	
Jeff Russell	24
Grand Champion	
Matt Stavish	26
High Point A	
Vince Henneberry	80
High Point B	
AA	
1. Terry Cunningham	25
2. Jeff Fredette	26
3. Randy Hawkins	27
200 A	
1. Alan Wicks	65
2. Dan Buck	87
3. Jay Jansen	92
250 A	
1. Joe Ziernan	26
2. Dave Pucharich	27

3. Kelly Getz	28	200 B	
Open A		1. Mike Heinrichs	274
1. Joey Hopkins	32	2. Larry Sinclair	279
2. Steve Narel	41	3. John Ryan	287
3. Jay Hall	48	250 B	
Senior A		1. Steve Vollmar	109
1. Dick Burleson	43	2. Terry Laible	164
2. Chuck Craig	59	3. Ben Shafer	226
3. Carl Scharphorn	116	Open B	
Four Stroke A		1. Mark Atherton	ck.9
1. Gary Hazel	56	2. Tom Burtle	ck.5
2. Dave Liesow	147	Senior B	
3. Terry Flynn	196	1. Ed Whitney	ck.11
Women		2. Jim Ross	ck.11
1. Gale Estafan	ck.4	3. Roger McKee	ck.9
Super Senior		Four Stroke B	
1. Farrell Lord	156	1. Norm Pope	123
2. Larry Hayes	158	2. Brad Melick	283
3. John Cygnor	ck.11	3. Jerry Melick	354

ADJUSTMENT GUIDE

If you just bought a 1989 KTM and the new White Power forks are mystifying you, don't fret. The White Brothers have a written a guide covering basic adjustment and tuning details for these new forks, and with a quick read you can be well on your way to becoming a White Power expert. The easy to understand guide is 8 pages long, and the White Bros are selling it for \$3. Contact them at 14241 Commerce Drive, Garden Grove CA 92643; (714)554-9442.

faulty ignition system of Kevin Hines, they all finished with only seven points separating them. Terry Cunningham came one point short of Russell, but enjoyed the challenge of the course and said that he'd be back for the club's spring national on April 23.

The Brushpoppers would like to thank the Rock River Riders and the many volunteers who helped to make this event possible. To obtain entry information for the April 23 "Little Muddy" national enduro please write to:

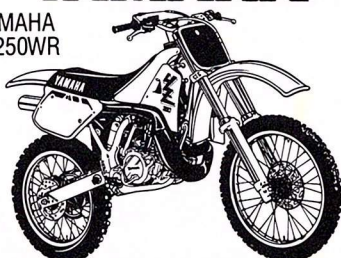
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—Report by Dave Stuart

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You may never know just how densely populated the state of Delaware is if you never ride the Delaware enduro. Driving through on Route 40 or 13, it looks like all farm land with big patches of open woods. It looks like great riding country, but looks can be deceiving.

First off, the only way you're going to ride in the northern part of the state is to enter the annual enduro—either that or own land there. When you start the enduro, on the first day of Eastern Standard Time again, like we did, you find yourself immediately in the woods, which is great fun. No buzzing down roads to the first trail section, shivering and trying to keep warm; nope, you're right in the woods . . . but it's not a lot of woods.

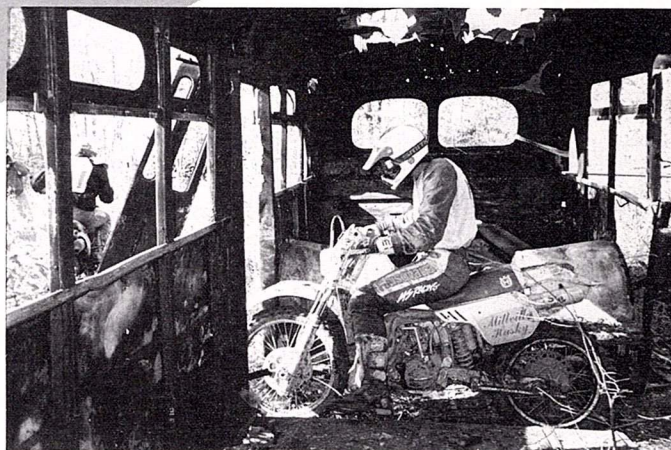
Suddenly you're out on the edge of a farmer's field. That's okay, a chance to wind 'er out. Then back into the woods, but before you go a half-mile you're riding past the back of somebody's auto body shop. All right, there's the arrows, between the two piles of trash, and you go back into the woods again. Within minutes you're

riding—at a very fast pace—alongside an active set of railroad tracks. There are no abandoned lines or rusty rails in this part of the state.

Ease through the ditch, cut through the sticker bushes, and you're back in the woods—whoops, watch out for that pile of crumbling roofing shingles! Bulldozers have been here at one time or the other, and you have to watch out for odd little culverts cut here and there, but now overgrown. A mile or two of trees and then the woods open up—what's this, a 7-11?

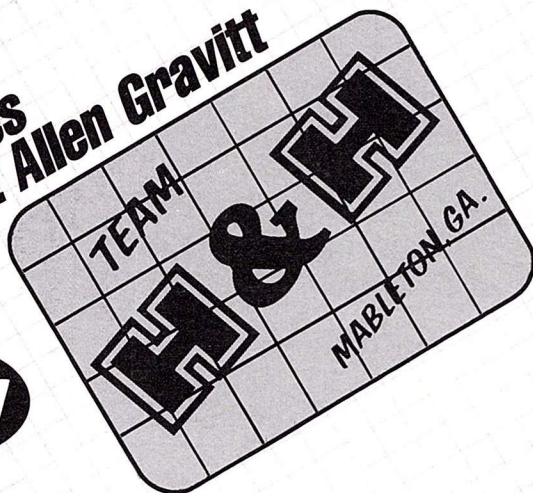
DELAWARE STATE ENDURO

Fred Hoess smokes the troops, Bennett rides a 125, and everybody lost some points!



"Please move to the back of the bus." There are some junkpiles in Delaware big enough to ride through!

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After a High Point B in the Rhody National, Chris Smith had the best intentions at Delaware, but a quick slip in the Sluice left him with a handful of broken fingers and a DNF.



This rider almost went down when he saw the size of the boat cruising past. Huge freighters are common traffic on the Delaware Canal.



WELL, MAYBE NOT...

I might be exaggerating just a little bit, but not much. The Delaware Enduro Riders definitely need to be congratulated, because they have managed to thread this enduro in and around and through patches of trees hardly larger than a football field in places, and do it all without getting anybody lost, lynched, or arrested. Have you ever driven through an area, seen a patch of woods and wonder what it would be like to ride in there? Well, in Delaware, you find out!

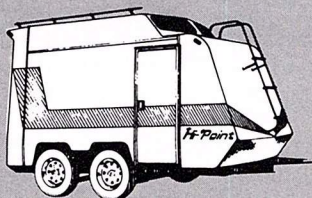
Everybody pretty much agreed that it was a good run, and a fun ride. DER took away a

ton of points (relatively speaking) early in the morning, with back to back checks and a breakneck pace. Fred Hoess had come down from North Jersey to ride, and afterwards was sitting in his truck, saying "... I don't know. I didn't do any good. I couldn't go fast in that tight stuff in the morning, and rode slow all day long." He claimed to have dropped 27 points, which he wasn't pleased with, but it was five points better than the fastest score out there, and plenty good enough for the overall win!

Brian Blanchard was the holder of the 32 that netted him the AA class win, but he would have rather been at the top of the board. What happened to Kevin Bennett? Well, he had it all wrapped up at the Sandy Lane, and just wanted to ride for fun for a change, so he switched bikes with Dale Hiles and ran a 125 for a change. Bennett lost 34 points, for second in the AA class and third overall.

Jim Franks was roosting on his new bike, and his final 37 points was the best in the A class, and he nabbed the High Point A award. Tom Napier III did a good job in the B class with 53 points for the High Point B trophy, and Keith

—INVEST IN THE BEST—



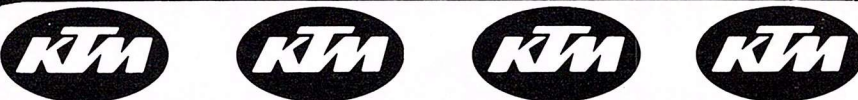
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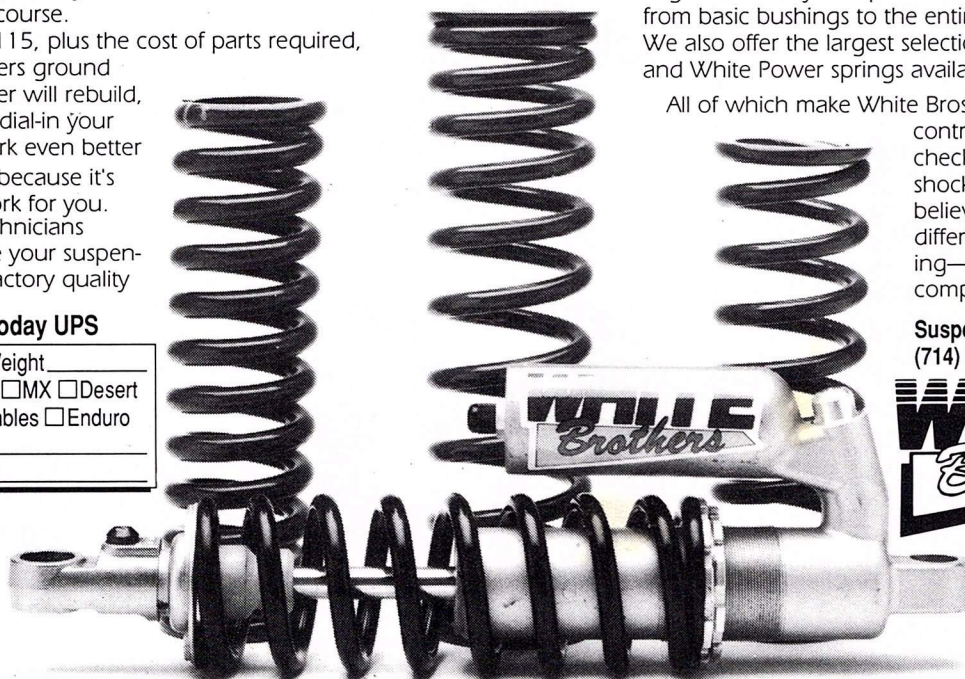
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Krause had the dubious distinction of dropping 550 points (that's right, five hundred and fifty!) on the course without houring out, and took home a nice "Low Score Finisher" trophy.

There were practically 500 riders at Delaware, and they all have tales to tell about the run. If they did any good, you'll see their names in the results list. If they didn't, well, there's always next year!

The Delaware Enduro Riders had practically 500 riders for this, their 25th anniversary enduro. All pre-entered riders received a commemorative mug in celebration of the event, and a huge product raffle took up the time while scores were being tabulated. 16 checks decided the winners for the day, and results we done an hour after the last rider was due in. No checks were discarded, but scores had to be adjusted for a train that blocked the course for nine minutes in the morning.

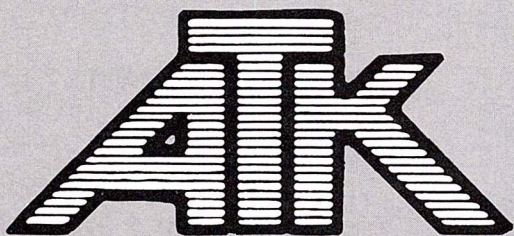
It was a typical DER enduro—well laid out, checks right on, scoring quick and thorough. In a word, professional. DER may take points away and humble you, but they don't do anything to disappoint you. Good job, folks! □

Delaware Enduro Class Results		2. J. Gahm 41	2. S. Speak 61	4. J. Storck 98
		3. J. Rosenberg 42	3. M. Lafferty 66	5. J. Walters 101
Fred Hoess 27		4. D. Nenstiel 43	4. M. Collins 70	C Medium Light
Grand Champion		5. J. Gurya 44	5. R. Tecile 84	1. R. Mohn 76
		A Heavy	B Medium Light	2. R. Lafferty 77
Jim Franks 37		1. A. Bylsma 40	1. J. Landvater Jr. 58	3. T. Smith 89
High Point A		2. T. Recchia 46	2. D. Varnes 62	4. J. Fisher 104
		3. J. Millard 46	3. T. Rickey 73	5. G. Waladyka 104
Tom Napier III 53		4. B. Deveney 47	4. E. Kimber 74	C Medium
High Point B		5. E. Koeller 47	5. T. Polonsky 78	1. M. Lagarmarsino 56
Keith Krause 550		A Senior	B Medium	2. D. Woodworth 69
Low Score Finisher		1. E. Toth 41	1. C. O'Brien 76	3. D. Varnes 75
		2. S. Wolfersberger 44	2. K. Tomeo 61	4. R. Cozacheson 78
AA		3. J. Lafferty 61	3. H. Mecanick 61	5. M. Ekberg 82
1. B. Blanchard 32		4. G. Clickner 62	4. A. Shaffer 63	C Heavy
2. K. Bennett 34		5. R. Fleigauf 64	5. M. Haselman 64	1. D. Griffith 78
3. G. Cutts 36		A Four Stroke	B Heavy	2. R. Texter 89
4. M. Hoover 37		1. J. Smith 52	1. A. Buchholz 62	3. W. Bailey 89
5. J. Lafferty Jr. 37		2. P. Emmons 55	2. A. Tomasello 66	4. J. Diobilda 93
A Light		3. M. Young 65	3. W. Fontanazza 67	5. J. Dougherty 97
1. T. Topham 40		4. R. Hancock 78	4. J. Walter 71	C Four Stroke
2. D. Tucker 44		5. D. Kirkpatrick 85	5. B. Atkinson 72	1. J. Pomeroy 79
3. R. Baulch 74		Super Senior	B Four Stroke	2. T. Smith 90
4. J. Costello 97		1. J. Cooper 75	1. B. DeSimone 68	3. R. McGregor 93
A Medium Light		2. B. Edmundson 113	2. J. Waller 72	4. D. Chilkotowsky 94
1. J. Fleck 43		3. J. Galie 118	3. T. Weber 83	5. R. Ameye 100
2. S. Chapkovich 58		4. R. Hoover 125	4. T. Lytle 86	Teams
3. J. Lynn 59		5. F. Soltner 152	5. G. Gater 88	1. SJER #1 240
4. C. Meyer 62		Women	B Senior	2. CJCR "Good" 271
5. L. Welch 65		1. K. Cambell 99	1. J. Schmits 81	3. BER "A" 275
A Medium		B Light	2. J. Royer 86	4. Ridge Riders 335
1. P. Spampanato 37		1. R. Sauer 60	3. R. Williams 98	5. SORR #1 368

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**Story on page
31.**

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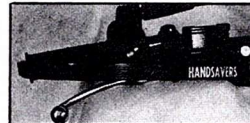
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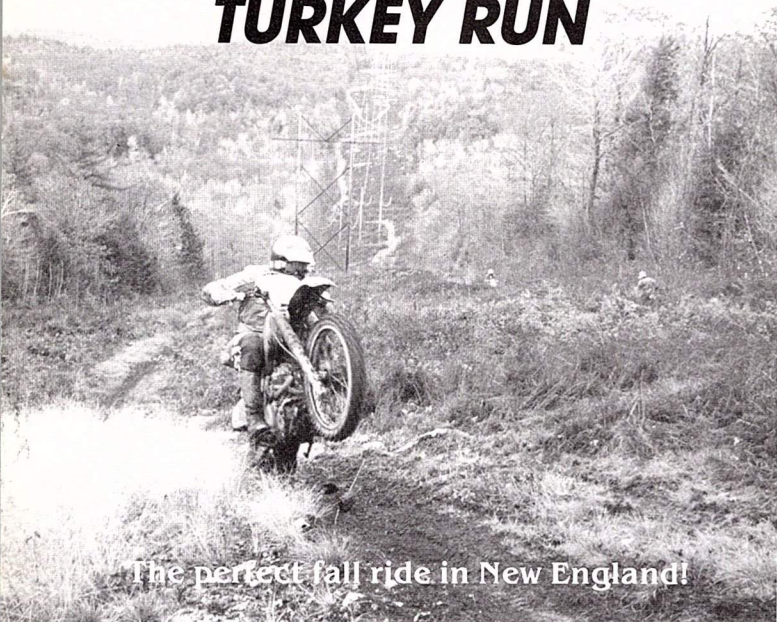
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Autumn on the Borderline

Tri-State

TURKEY RUN



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We've already been to the Tri-State turkey run once this year. Well, we've been on the course. The Tri-State route covers the NE-TRA Trail System loop known as the Borderline Trail, which we reported on in the October issue of *Trail Rider*. What we rode at the Tri-State was the same trail backwards, with a couple of surprise sections thrown in.

The Saturday before the ride, it rained like the dickens. One of those cold, fall rainstorms that make you want to stay inside and not even look out of the windows. For all the water that fell, though, the turkey run route was in great shape Sunday. Due to some strange twist of geologic fate, that part of the New Hampshire/Massachusetts line doesn't get all slimy and slick when it's wet. The water sheds right off and leaves perfect traction behind.

The Tri-State Trail Riders signed up about 200 riders on Sunday morning, an excellent turnout. World-reknowned ISDE and enduro star Drew Smith even came up from North Jersey to ride, along with Tony and Ted, a couple of fellow members of the Ridge Riders club. They came up for a long weekend of trail riding and turkey running, and since the Editor of this publication wound up rid-

ing with their group, we know they had a great time on the New England trails!

The Tri-State ride is known to be a reasonably easy turkey run, by New England standards (some people refuse to go to it, because it's too easy!), but Trail Boss Dave Carlson threw a section in that had novice riders huffing and puffing, and brought a smile to the faces of all the veterans out there. It was called "Hero Hill" on the route sheet, of course, and it was a long two-line powerline uphill that was rocky on one side and a little slippery on the



Nasty rain the day before filled all of the streams, but most of the ride was well above the water table.



The view from the top of Hero Hill was tremendous—all you had to do was get up there!



Fast Frank himself models a t-shirt outside of his Winchester, NH, gourmet restaurant. Next year he promises to be ready for all 200 turkey runners!

other. The view was tremendous from the top!

But the hill wasn't the good part. Immediately after the hill, the trail turned into a tight, one-line woods trail of roots and wet leaves, and it took plenty of attention to get

through it upright—especially at the speed average Mr. Smith was setting! All in all, there was a good ten miles of excellent trail pieces before and after The Hill, and even the experts got a workout.

The rest of the course consisted of easy trail and dirt roads, some powerlines here and there. Surprisingly few rocks cover the ground in that part of the state(s), but we still negotiated a boneyard here and there. The lunch stop was in Winchester, New Hampshire, and most of the riders converged on a hot dog stand called "Fast Franks," and, frankly, completely overwhelmed it! Fast Frank himself turned up to help out, and was pleased and excited about our ride. Don't be surprised to see Fast Frank's involved in next year's run (would they call it the "Fast Franks 100"?).

The weather was excellent, the course was arrowed perfectly in the few confusing spots, and there were no errors on the route sheet. Best of all, there

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Drew Smith reveals one of the go-fast secrets of National heroes. V-8 vegetable juice is even better!



was no hassling or confusion on the part of the local police, which means the club really did its job in notifying everyone along the course.

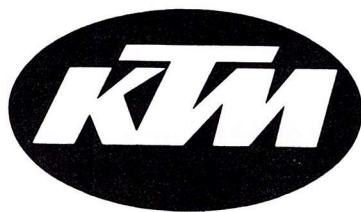
And, for the most fortunate among the entrants, the riders who drew the best hands, there was a treat beyond comparison in Sally Carlson's homemade apple pies, which were donated as prizes. Sally has been making pies for the Tri-State for the last six years, and more than a few of the participants have ad-

mitted that one taste of those pies will keep them coming back. There were six pies this year—maybe next year we can lobby for more?

For those of us who treated the Tri-State as one of the last possible flings before the stud-ded tires had to go on, it was a perfect ride. Fast, open trails, traction, few rocks—we felt like heroes! It's a safe bet that the Tri-State Trail Riders will get an even larger turnout in 1989! □

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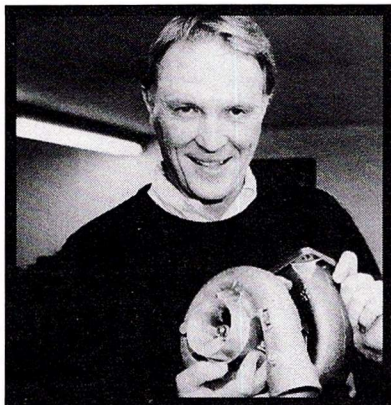
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"I like to stay abreast of what's occurring right now, so I read MOTORCYCLIST and DIRT RIDER."

—Dan Gurney

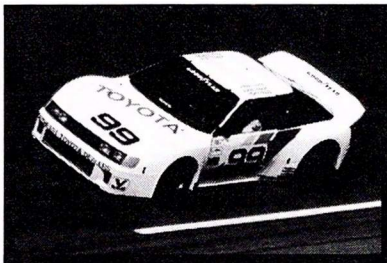


Name: Dan Gurney

Occupation: Owner and president, All American Racers, Inc.; retired race car driver

Company description: "All American Racers was founded in 1964. We began designing and building the Eagles in 1965, and we also prepare the Toyota Celica Turbos that compete in the IMSA GTO class. In fact, we just won the IMSA GTO Manufacturer's Championship, and our team won the drivers' title. We have a complete racing facility that includes a machine shop, engine R&D department, wind tunnel, composite construction shop where we make bodywork, and a parts department."

Track record: Started racing a Triumph TR-2 in 1955; became factory Ferrari Formula One driver in 1959; has won seven Formula One races, including four Grands Prix; victory in 1967 Belgian GP, piloting his own Eagle, was first GP victory by an American in an American car in 46 years; first roadracing driver to make switch



to NASCAR Grand National stock car racing—had record five straight wins in Riverside 500; first driver to win championship races in four major types of motorsports competition: Formula One, sports cars, stock cars, and Indy cars, 1967; with A.J. Foyt, won LeMans 24 Hours, 1967; placed second at Indianapolis 500, 1968, 1969, placed third, 1970; first racer to take a large American sedan to England and compete in "saloon" races; retired from racing in 1970 with 37 wins in 18 countries and 25 makes of cars; Eagles have won Indy 500 three times, USAC National Championship twice, Formula A Championship twice; in 1973, 21 of 33 cars on starting grid of Indy 500 were Eagles, a first for any manufacturer; two-time winner, Society of Automotive Engineers' "Builder of the Year"; two-time winner, Martini & Rossi "Sportsman of the Year"

Riding history: "I've been a motorcycle enthusiast since I was 12 years old, before I was allowed to own one. The first bike I bought was a Triumph Thunderbird. I've never really raced bikes, though I rode the Big Bear run a couple of times back in the old days. In '58 I finished 11th in class and 21st overall out of 640 riders; I was so proud I could hardly stand it."

Riding preference: "What I like best is just going off to the mountains exploring. I love to just get out and say, 'Let's see if we can get over there.'"

Bikes currently owned: "I own a Honda CR500 that I use for rides like the Colorado 500, a Yamaha IT490, Yamaha Vision, and a bunch of singles. I'm not a real big fan of big four-cylinder bikes. Right now I'm modifying an older Honda single we call the 'Alligator' because you sit kind of low on it. I'm also modifying a 350 Yamaha trials bike for general off-road riding. It has more fuel capacity and you can sit on it and ride it like a regular motorcycle, but it's light and climbs like nobody's business."


Magazines: "I'm a little bit of a nostalgia freak, but I also like to stay abreast of what's occurring right now, so I read MOTORCYCLIST and DIRT RIDER. I especially like the racing coverage and travel-type pieces that involve endurance, exploring, or unusual places to ride, but when it comes right down to it, I like it all."

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Trail Test

1 9 8 9 KDX200

If you've ever dreamed about owning a KDX, this is the bike of your dreams.

by Paul Clipper

What can you say about the latest model of a machine that has more than once been branded as the "best bike ever made?" In this case, since the 1989 KDX has been changed so much, it's easy to approach it with a lot of trepidation. Did they ruin it? Is it now way too complicated, too much bike? Is it worth the new price tag?

In short order, the answers are no, maybe not, and a loud yes, but before we get into the nitty gritty let's look at what's been changed.

First, and most obvious, the engine is now liquid-cooled. This is the feature that everyone's talking about, and the main bone of contention among hardcore KDX riders. You now have radiators to deal with, gaskets that have to seal and hoses that get in the way. On the positive side, liquid-cooling has always meant longer top-end life, easier carb jetting, less noise, and more horsepower. The KDX may have achieved all of these goals, but we'll get into more detail later.

The suspension and chassis is all new. The frame and suspenders are based on the 1987 KX125, and the KDX has certainly benefited from it. The new bike sits taller, with more room between the handlebars and footpegs, and it will actually fit a six-foot tall person now. Not as comfortably as a KTM or Husky, but it's much, much better.

The rear brake is now a disc, prompting more than one passer-by to remark that this was the first KDX with brakes. It's true that

the old drum brake was the sorest point of the design, and this new disc works just as effectively as the KX brakes—which is exactly what it is. The front disc remains, and it is also a good brake.

Perhaps the most surprising thing about the KDX is its noise output. The new aluminum muffler is stamped "82 db," and it is probably correct. This bike is so quiet that the neighbors won't even notice when you start it. Kawasaki achieved this by using a spark arrestor that is not a straight-thru design, and possibly by building some sort of resonator into the end of the exhaust pipe, and they didn't do it by accident. Beginning this year, trail bikes have to pass federal noise standards, so the KDX carries a few more warning labels telling riders not to tamper with the noise controls. The quietness may have cost a few horsepower, but we'll get into that more later on.

MORE POWER?

Naturally, if the KDX is now liquid-cooled, it puts out more raw horsepower, right? It's faster, right? Well, no. The '89 KDX is very torquey (once it's broken in), it has unbelievably smooth power, is very strong in the midrange—but everybody who rides it says the air-cooled engine is faster, especially last year's bike. It seems the '88 feels like it's going to pop your arms out when you drop the clutch, and then the midrange produces violent wheelspin if your rear tire is not up to par. The top end shriek of an '88 at full honk is almost frightening, but the '89 is a different bike.

Photo by Mark Dufourny

heard. This KDX is the quietest competition bike made, right at the moment, and to do that Kawasaki had to make some sacrifices. The muffler is not straight-through, as we said earlier, and the pipe has a built-in resonator. Also, the airbox is capped with a tight-fitting lid and the bike is forced to breathe through a two square-inch snorkel. Remove the lid, buy an aftermarket pipe (the muffler may be okay), reject the carb; and you will then find all the horsepower hiding within.

But don't do it, okay? Why? Well, because the EPA says it's not legal to tamper with these things, and mainly because the KDX is so pleasantly quiet you should be able to learn to live with it. The bike is plenty fast—you're not going to need more horsepower unless you're a super rider trying to win the overall every week. You can replace the stock reeds with some Boyesen reeds and pick up a little extra bottom end grunt, and maybe pull the airbox lid if you're running a hare scrambles. But remember this: quiet bikes are the key to a long and happy future for us trail riders. Ride it for a while stock, and you'll probably be perfectly happy.

The gear ratios are excellent, although the overall gearing may be a couple of (rear) teeth too tall for real tight woods and gnarly rocks. Lower gearing would quicken the response and make the KDX snap between the trees like a rubber

Special thanks to Wheels Unlimited in Cologne, NJ, for their help in setting up and breaking in our test KDX (they'd be more than happy to sell you one, too!).

band. The shifting was a little notchy, but it'll probably loosen up after a few oil changes, and the clutch is a one-finger deal.

NEW CHASSIS

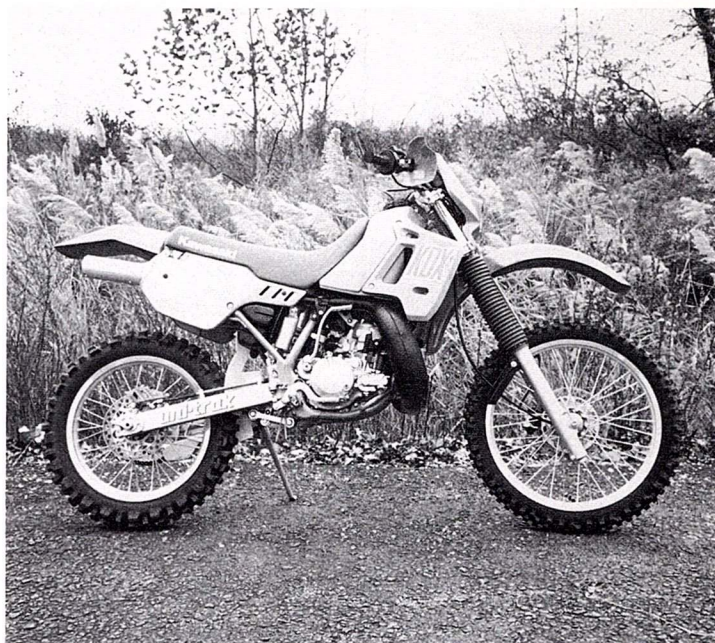
The most long-awaited and well-received change for this year is definitely the new chassis and suspension, at least to this writer. The older KDXs had trouble with whoopedos—too many in a row would confuse the stock suspension and make you wish you were anywhere else. The new bike laughs at whoopedos. Things can get squirrely if you try to back off in a long set of huge bike-swallowers, but that's a characteristic of a short-wheelbase bike, and not a fault of the suspension.

The forks have compression damping adjusters at the bottom of the legs, and they work well. The first time we rode the bike, a heavy-handed application of front brake (we're used to European bikes, y'know) would bottom the forks. We stopped, added two more clicks to the compression adjustment (bringing it up to number 10), and the forks were perfect! The rear shock features 16 compression and rebound adjustments, and we gave it one more click of compression and were satisfied.

This is an excellent woods suspension. You'll be able to back down on the damping adjusters for enduros and big rocks, and then crank them back up for hare scrambles and high-speed rides. This chassis is also slightly bigger than the old one, so people taller than 5'8" will be comfortable in the saddle.

Handling-wise, the '89 zips through the woods exactly like the older bikes. Very quick-

Everything is tucked in tight on the KDX, and the seating position is much better for taller riders now. Change to better handlebars and handguards if you want to be perfectly happy.



turning, but very stable—to the limits imposed by the wheelbase. In rocks it was fine, also on hardpack; but in the South Jersey sand we could get the front wheel to wash out every now and then. Fixing it would be a simple matter of raising the forks in the triple clamps about ten millimeters. Too, the tires—Dunlop 490 front, 695 rear—are good rock tires, but not so hot in sand and mud.

FIT AND FINISH

We didn't like the stock handlebars. They were too wide, too tall and not a comfortable bend, so we replaced them with the same set of Answer Aluminum handlebars we had on our

last KDX. Much better.

Taking off the bars was a learning experience. There's so much hardware attached to the handlebars it took a full half-hour to do the switch! Once we had the bars off, we couldn't believe how much they weighed—those are genuine mild-steel bars, folks. You can probably save almost a full pound with a good set of aluminum bars.

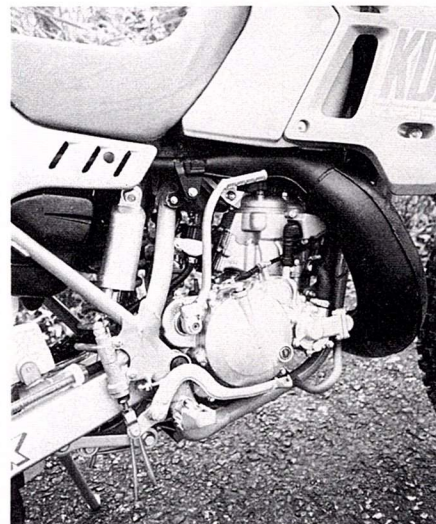
There are plenty of examples of such cost-saving, but weight increasing, details on this bike. The kickstarter is steel, unlike the aluminum one on the KX, and the suspension links are also steel. You could poke around this bike with a KX

KDX200-E1 SPECIFICATIONS

Engine Type:	Liquid-cooled 2-stroke
Displacement:	198cc
Bore/Stroke:	66 X 58mm
Transmission:	Six-speed
Gearing:	13/47
Chain:	DID non o-ring
Tank Capacity:	12 liters (3.2 gal.)
Carburetion:	Keihin PWK35
Ignition:	CDI
Forks:	43mm Kayaba
Suspension Travel:	290mm
Front Brake:	Hydraulic disc
Front Tire:	Dunlop K490 3.00X21
Rear Suspension:	Uni-Trak
Suspension Travel:	300mm
Rear Brake:	Hydraulic disc
Rear Tire:	Dunlop K695 100/100X18
Seat Height:	900mm
Wheelbase:	1450mm
Ground Clearance:	340mm
Claimed Dry Weight:	225 lbs.
Suggested Retail Price:	\$2698



Although the KDX wasn't designed to be a high-flying jumper, the new suspension makes landings a lot more comfortable.



The new water-cooled jug! It's quieter, smoother, but maybe not as powerful. We never had a problem with overheating.

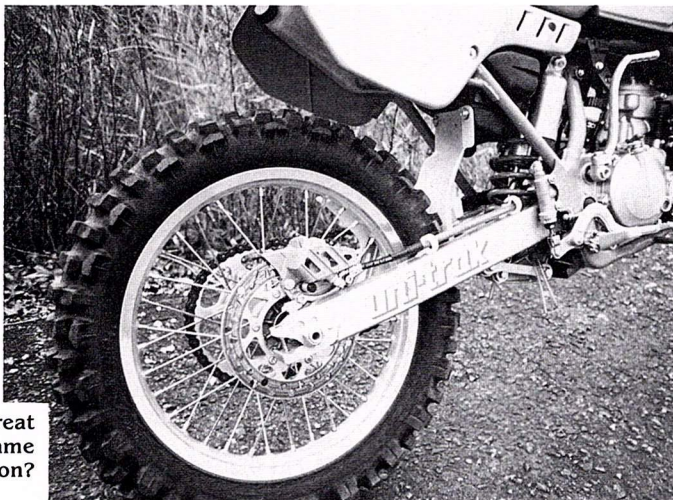
parts list and probably save nearly five pounds by switching to the KX aluminum parts.

While you're at it, replace the plastic handguards with Bark Busters, Handsavers, or the like. The plastic ones don't really protect you in tight trees, and the right-hand one still folds back and pushes against the brake lever.

The national magazines made a big deal about the seat. They said it was too thin, too soft, and no good. Either Kawasaki has changed the seat since then, or we're not as picky. The seat feels a little flat on top, and sort of square-edged, but when we were racing it or having fun trailriding, we simply didn't notice it. If you hate it, Ceet Racing will probably have a foam kit to fit it.

We pulled the airbox lid off for a ride just yesterday. It really didn't increase the noise that much, though it certainly helped the power. Better mid-range, and stronger top end. You could probably do the same thing by jetting the carb, but more air helps.

Speaking of riding, this is what we did with the KDX: The bike was broken in by John Roske of Wheels Unlimited, the dealer who set it up for us. John put 40 miles on it one Sunday, and came back saying it didn't have the down-low grunt of the old bike. He also said it was still feeling tight, and needed more break-in. Fair enough. Next, we took it up to the King Philip hare scrambles in New England, rode it about 20 miles on Saturday and then raced the event on Sunday (finished third in the 200 Expert class).



Kawasaki's new disc for the KDX is a great stopper, but ours chattered and became grabby when it got too hot. Solution? Don't drag the brake!

The race added another 45-50 miles to the bike, and since then we've been trailriding. All up, the bike has about 200 miles on it now, and it's starting to feel broken-in. The forks will need an oil change soon, and we'll change the shock oil at the same time. Nothing has loosened up since Wheels did basic service after the break-in, not even the spokes.

WHAT'S THE VERDICT?

As you can probably guess, we're going to continue putting miles on this bike, and try out a number of things on it. Kawa-

saki has graciously consented to letting us hold onto the bike for a while, so look for more stories in the near future.

The conclusion of this test should be plain: this bike is a definite winner. The addition of a rear disc and the new chassis have made a tremendous difference in the way the KDX does it's job, and although it's much better and more competitive, I don't really think that it's too much for a novice rider. On the contrary, novices should appreciate the smoother power from the quiet pipe, and simply fiddling with the adjusters can make the suspension just as soft as you want.

The fast guys are going to change the exhaust system, port the cylinder, jet it to a fine edge; and they're going to have an extremely serious machine, one that will probably be competitive in the 250 class in some areas. Some guys will need that power; but if you don't, leave it alone. Cruise the woods in comparative silence, and enjoy much quieter Sundays.

It's a good bike. A great bike. For \$2700, considering 1988 prices, it's well worth the bucks, too. We'll lay even money right now that they'll be all gone by April. Any takers? □

Marty Smith arrested.

Story on page 31.



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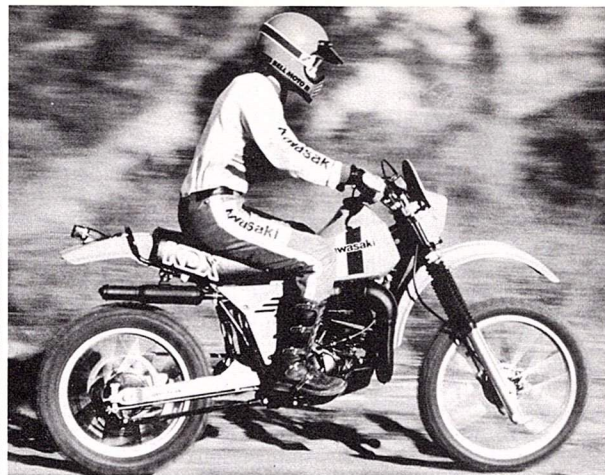
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The 1980 KDX175 was the first single-shock trail bike, and it set a new standard for suspension and handling on a low-priced bike.



The original Team True-Sport: (standing) Mark Hyde, Jeff Hill, Ted Leimbach, Kevin LaVoie; Dane Leimbach, Jack Penton, Mark Dodd.



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A Long Way Down the Road

Looking back on a most important machine

Lookit what we found here! A genuine photo of a 1980 KDX175, the not-so-humble beginnings of the machine featured in our Trail Test this month! Seeing this plain-looking creature again brought back a flood of memories of the Good Old Days, and our reaction to the first KDX.

We were working for *Dirt Bike* magazine at the time, and heavy into tracking the progress of the motocross machines, now that single-shock suspensions were beginning to prove themselves. The hot news was the Kawasaki KXs and Yamaha YZs—single shock machines out to prove themselves better than the Maicos and killer Hondas, which were still dual-shock bikes. Trail bikes would never be single-shockers, we said—too complicated, too finicky for enduro riders.

Then the KDX175 showed up, in the back of a van driven by Jack Penton, who was just beginning to ink a development deal with Kawasaki. We sniffed and ah-hemmed, and poked and prodded, and passed the ugly green bike off as an oddity. Sure, it looked good when Jack rode it, but it probably wasn't that hot. He left it behind for a test, and the bike sat around for quite a while before anybody felt like trying it out.

The first person who rode it, Ned, came back talking quietly about how it was kind of surprising. He said, yeah, it was a trail bike, not a motocrosser, and not on the level of a KTM, but there was something... uncanny about the way the suspension and handling felt...

The rest is history. I rode the bike (Super Hunky didn't want anything to do with it—he had a new Maico 440), and then somehow or another Ned and I managed to scrounge two KDX test bikes out of Kawasaki—probably the first time in history that magazine editors had the gall to ask for two. We sat them side-by-side in the shop and spent twice as much time stripping them and re-engineering them as riding the darned things. We learned so much about those bikes that we forgot about everything else, and when it was time to give them back Ned bought his; and I would have done the same if I wasn't a penniless Assistant Editor (Ass. Ed. for short) at the time. Boy, did we love those bikes.

That first KDX was a true single-shock enduro bike. It had 9.8 inches of travel at both ends, and had a two-inch longer wheelbase than the competing IT175 and PE175, which helped to explain its unreal stability. It had an Electrofusion (plated) cylinder bore on an air-cooled engine, this in a day when we were deeply suspicious of anything other than an iron cylinder liner. The brochure said 24 horsepower, and it had tons of torque and a top speed of 70 mph. It weighed 228 pounds with a gallon of gas in the tank. The only serious glitch was that the motor mount bolts loosened up regularly, and we each had our own scheme for replacing the bolts with bigger ones, harder ones, longer ones; and they still loosened up. But we didn't care.

When we did the test, we gave

it top points in handling, suspension, power, and price, but we took off some points for detail because the frame welds looked like smeared toothpaste. They still look like toothpaste, but we've never broken one!

It was the start of one of the most flawless runs of quality

machines for trail riders in the history of the sport, and in this tenth year, the KDX is still an awesome machine. Perhaps the most painful part to remember is the price—\$1339 in 1980, brand new. And that's almost exactly half of what the '89 will cost you! □

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USED

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Trail Rider

February 1989

25

KING PHILIP!

The King Philip Trail Riders put on a hare scrambles like no other club in New England!

by Paul Clipper

Photos by Clipper and Mark Dufourny



Paul Milliken rails the loam. Milliken finished second in the 250A class. The hayfields were ribboned off for an ultra-wide course, and traction was absolutely perfect.



Bert Guerrette, ready to go. Rumor has it that next year he's going to try some National Enduros on for size.



The first wave of Novices hit the track on Sunday. The total attendance for the two days was 560 riders! Who says off-road riding is dead?

Kevin Hesnan of Cliff's Cycles/Fah-Q Racing leads Keller (42) and the rest of the pack at the start of the team race. Hesnan's team—with Tom Norton and Scott Santangelo—finished fourth.

Wrentham, MA
Nobody lays out a course like King Philip. The Mohawk comes close; it's also good, but listen: the King Philip course is about six miles long. Half of it is tight, mean, rocky, nasty New England woods, a typical cross-section of the boney Wrentham area. But it's fast woods, not too tight, and you can really fly if you have the guts and strength it takes to keep from wrapping yourself around a tree. It's not a huge amount of fun, but the other three miles makes up for it.

When you come out of the woods, finally, you jump over a rock wall into a hayfield. A quick look to your left reveals that the whole field is ribboned off, just like a Six Days special test. They must have used six miles of ribbon!

There were maybe a dozen turns in all, linked by long sections of wide, wide track. Three people could dice elbow-to-elbow all the way around, and the riding was perfect! Then, back into the woods, over some more rocks and logs, and then through a totally rotten section of sand whoopedos—where they found the sand is anybody's guess, but they were square-edged and three feet deep.

If you survived the sand, you broke through a last patch of bushes onto an asphalt road, and a quarter-mile chance to seize it again, and then back into another hayfield. This was the BIG field, hilly and rolly, and packed with spectators. The course was just as wide, and just as fast, and more damn fun than you've ever had!

One lap through was enough to convince you that even though the woods were awful, there were zero rocks in the fields. And, the traction was beyond perfection. The soil condition was such that, even when the grass was undisturbed on Saturday, you could not slide out. It was like riding on Velcro! When the grass was dug away, the dirt was as moist and tacky as rubber cement, and just dry enough to not stick to your bike. No dust, perfect traction, no mud—and you didn't even have to wash your bike afterwards! It was simply unbelievable!

TWO DAYS OF FUN

Saturday was a team race. Three people on a team, at least one "B" rider. Everybody went sort of limp when Jojo Keller showed up with an '89 Bettencourt's Honda, and to make matters worse, he teamed up with motocrosser Keith Johnson and Dave Bresnahan. Jojo led for a while, but it was the Levesque brothers—Jon and Mike—along with Chris Moore, who took the top award. Jojo did have trouble with seizures and running low on fuel, but he had a great time anyhow. Our new '88 hare scrambles Champion Bert Guerrette led the third place team, with Paul Milliken



and Dave Carlson Jr.

Carlson, by that time, was pretty much familiar with the course. He had ridden the Junior race earlier and won it outright, which was not much of a surprise, considering his Junior Championship-winning season. He finished ten seconds ahead of Wes Clarke, and a minute ahead of Bob Simeon. Derek Jenks easily won the Mini class, screaming through the hayfields on his CR80, with a 30 second cushion over Jason Fowler at the finish.

So Saturday ended quickly, and the racing had gone off without a hitch, although the teams had to wait a long time for the ambulance to get back. Better to not run, than not have medical people around. 55 riders filled out the Junior classes in the morning, and 25 three-man teams opened up the course after that. King Philip had already topped the total attendance of some of the earlier hare scrambles in the season, with 130 riders, and it was only Saturday!

Sunday morning was amazing. When I stumbled into the pits, at about 9:30, there was a line a block long for sign-up, and they were only signing Novices. Regardless, riders were already lining up for the start of the Novice event, set to go off at ten, and it looked like there were already a hundred in line!

The start was delayed, of course, to give everybody who wanted it a chance to sign up. By about 10:30 they were well on their way, and four rows of Novices tore up the starting grid. The Novice class rides not for NETRA points, but for the sheer thrill of the race (and some fine trophies, too), and there were 241 of them leaving the line. What a crowd!

They had five laps to go, and Bob Wright beat 72 other 250 riders to the finish line to win the class. Tom Vella finished right behind him, followed by Kevin L'Obisser,

Darrin LaChance, and David Richardson. The next biggest Novice class was the 200s—44 KDXs, XRs, ITs, and Can-Ams; and I'm sure there was a PE or two in there!

**King Philip
Double Daze H.S.
Class Results
Bert Guerrette
Overall High Point**

A & B Open

1. Tom Norton
 2. Al Zitta
 3. Max Parks
 4. Chris McGirr
 5. Dave Gunn
 6. Chuck Larson
 7. Gary Doski
 8. Gary Wolverton
 9. Steve Ribbe
 10. Mark Wolverton
- A & B 250**
1. Mike Levesque
 2. Paul Milliken
 3. Chris Moore
 4. Scott Brothers
 5. Mike Salvatore
 6. Kemp Stewart
 7. Rick Claxton
 8. Mike Bassi
 9. Rick Fontaine
 10. Jim Meenan
- A & B 125**
1. Jon Levesque
 2. Shawn Mason
 3. Scott Phelps
 4. Keith Novello
 5. Ron Petrucelli
 6. Bob Simeon
 7. Bob Ellis
 8. Harry Grant
 9. John Thomas
 10. Keith Mulock
- A & B 200**
1. George Gagnebin

2. Kevin Novello
 3. Glenn Emerson
 4. Steve Hall
 5. Craig Miller
 6. Phil Cone
 7. Paul Clipper
 8. Cliff Snow
 9. Kevin Howley
 10. Dan Korcak
- A & B Four Stroke**
1. Clint Fitch
 2. Jim Mitchell
 3. Peter Collins
 4. Steve Fitch
 5. Scott Hyde
 6. Steve Jason
 7. Mike Meglietta
 8. Daniel Vadieux
 9. Paul Wilton
 10. Peter Leonard

Senior

1. Claude Leonard
 2. Gary Martin
 3. Steve Formanek
 4. James Sinone
 5. Alain Desrosiers
 6. Phil Collins
 7. Fred Burnham
 8. Wes Clarke
 9. Rick Hesser
 10. Gale Fish
- Super Senior**
1. Irving Witkop
 2. Steve Wilcox
 3. Dennis Lennon
 4. Bob Swatil
 5. Joe Collins
 6. Gary Doerr
 7. Bruce Wilcox
 8. Jerry Shinnors

9. Pat Magagnos
 10. F. Doon
- Mini**

1. Derek Jenks
2. Jason Fowler
3. James Kelly
4. Will Doherty
5. John Cahill
6. Daniel Boone
7. Joe Benedetto
8. Chris Firth
9. P.J. Peculis
10. Paul Rose

Junior

1. David Carlson
2. Wes Clarke
3. Bob Simeon
4. Mark Ritch
5. Robert Fontaine
6. John Hansen
7. Bill Dakai
8. Mike Delsesto
9. Paul Blaquart
10. Jon Thomas

Novice 250

1. Bob Wright
 2. Tom Vella
 3. Kevin L'Obisser
 4. Darrin LaChance
 5. David Richardson
 6. Andrew Grignon
 7. Mike Dimartino
 8. Skip DuPaul
 9. Kevin Kordana
 10. Russell Bain
- Novice 200**
1. Dale Quarterly
 2. Mike Carlin
 3. Daniel Gavin
 4. Bill Rioeden

5. James Roy
6. Tim Ginaski
7. Dan Murray
8. Tim Diroge
9. Paul Schroeder
10. Glenn Lynch

Novice Open

1. Jim Heekman
 2. Scott Smith
 3. Timothy Pydych
 4. D. Lamontagne
 5. Jim Kirchner
 6. Glen Dougherty
 7. Robert Hokans
 8. Dave Galemba
 9. John J. Vasquez
 10. Scott McCarthy
- Novice Four Stroke**
1. Stacey Ames
 2. Robert Borque
 3. David Desantis
 4. Rich Fasoli
 5. Christopher Crispin
 6. David Zion
 7. Paul Olsen
 8. May Essesy
 9. Scott Chitty
 10. Keith Morgan
- Novice 125**
1. Robert Judson
 2. Mike Brogan
 3. Gary Morse
 4. Mark Ritch
 5. John Custin
 6. Curt Howard II
 7. Greg Mercure
 8. Brian Miller
 9. Jeff Carmingnani
 10. John Day

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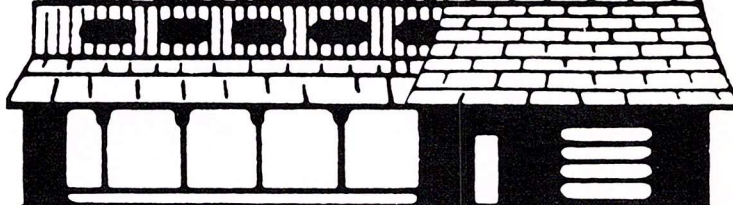
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Dale Quarterly finished on top of the heap, with Mike Carlin in second, and Daniel Gavin, Bill Rioeden, and James Roy filling in the top five.

Jim Heekman scored top honors in the Open class after a good ride. Scott Smith was behind him for second, Tim Pydych finished third, D. Lamontogne and Jim Kirchner were fourth and fifth. The Four Stroke class fell to Stacey Ames, Robert Borque, David Desantis, Rich Fasoli, and Christopher Crispin, in that order, and the 125 finish was Robert Judson, Mike Brogan, Gary Morse, Mark Ritch and John Cus-
tin.

The senior classes were ready to go a little after noon, and when they finally

turned us loose, it was wild! The course was nice and cultivated by the earlier racers, and the woods were nasty. It was much easier to see the trail now, but some of the rocky sections you didn't even want to see. I rode in the highly competitive 200 Expert class, with absolutely no desire to do better than finish—as a matter of fact, I didn't even want to break a sweat—so my ride was like spectating from the saddle.

Coming around, every lap, into those hayfields was a trip. Almost the most fun I've ever had on a bike, and I do enjoy myself at every opportunity. It was hard to estimate who was doing what, while trying to go fast enough to stay un-lapped, but when Bert came by in the middle of my

sixth lap, I knew it would be my last time around.

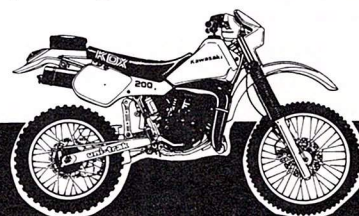
Bert had already won the Championship, but here he was winning the last event. Wow! But he goes by, and he's not even going fast. He's just poking through the woods, watching his lines, making no mistakes. I goosed it up to try to run with him for a bit, but I made a mistake right away, and watched him motor off as I tried to get back into control.

Later in the lap Mike Levesque went by, going a bit faster than Bert; and then a minute later his brother Jon flew past, going faster still. Isn't it interesting that the guy in the lead is always going so much slower than everybody trying to catch him? Makes me think that winning must be a whole lot easier than coming in third. Too bad I won't get to try it some day . . .

DROPPING THE FLAG

Bert did indeed win, with Mike Levesque right behind, winning the 250 class. Jon Levesque was third overall, and the top 125 rider, and Tom Norton, who finished fifth overall, won the Open class as well. George Gagnebin topped the 200 class, going the full seven laps, and Clint Fitch finished about three minutes ahead of him for the Four Stroke win.

The Senior class had a surprise winner, when Claude Leonard topped the field. Claude is the Editor of *Cycle 1* magazine in Montreal, Canada, and he'd heard so much about the last King Philip that he decided to make the trip. Now he'll be talking about it as well! Irving Witkop beat all the rest of the Super Seniors, which wasn't a surprise, either. How'd he get old and stay so fast? Maybe he's got a fake ID!



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Since we haven't aired one snivel aboutt he course here, you must have assumed by now that it didn't rain. Well, believe it or not, as the last riders filed off the track around 3:00 P.M., it started to sprinkle. While we loaded our bikes the rain started falling, and by the time we were all changed it was a full-blown gale. The wind started blowing like mad and it came down in sheets, and with a distinct lack of shelter in the field, hundreds of riders primed for bench racing reluctantly climbed in their trcuks and waved a damp goodbye to the '88 NETRA season, and headed for the Wawa for a cup of coffee.

At least that's what I did, after I was sufficiently soaked. It was a long, six-hour drive home from there, and most of it was like driving through a hurricane. But it gave me plenty of time to think about the event, and realize that the King Philip guys have this event wired. They don't put it on so often that they ruin the course, and everybody's anxious about riding it when it comes time again. Also, they make a good, open course, one that makes you feel like a hero now and then, and when it humbles you, at least it does it back in the woods where nobody can see.

That's the key to a successful hare scrambles—a good, easily rideable course with plenty of speed and hero sections to test you without stopping you. That, and plenty of help. Trail Boss Ron Ryan did a fantastic job, the course sweepers kept everything in order, and club members ran the huge job of sign-up like clockwork. Only one complaint: don't break the coffee urn next year, guys. Either that or build a Wawa across the street! □

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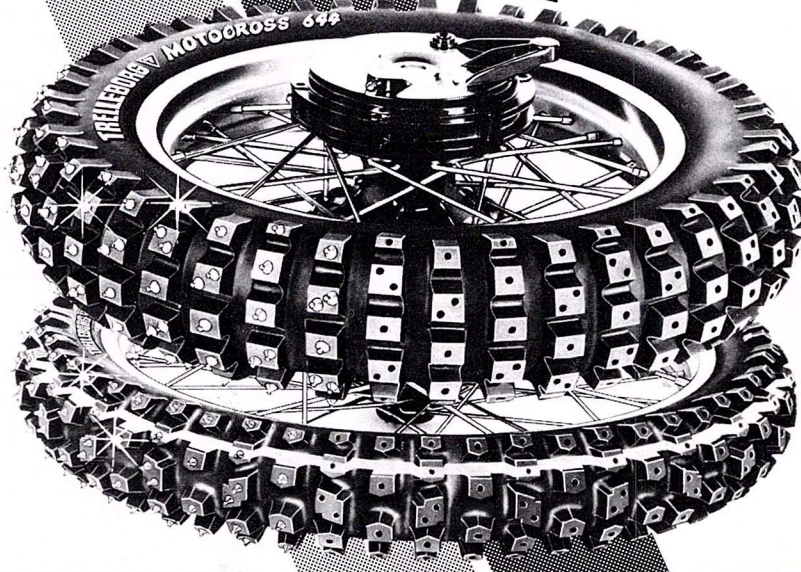
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STONEY BROKE!

For folks who love to play in the mud!

by Tom C.A.T. Conaway

"Thumbs up" from Andrew "Mud Puppy" Williams. Mud Puppy was in his element, picking up a first in the 200 class.

Having to run for your bike is bad enough; doing it in slippery mud is akin to torture!

You'll love this place as long as it isn't raining. That's what I kept hearing about the race in Middlebrook. Well it wasn't clouding up Saturday morning; so I loaded up the truck and headed for I-64. Of course it never occurred to me that the race was about 300 miles away.

By the time we passed through Charlottesville, it was looking pretty grim. I knew the bottom was going to fall out at any minute. Well, at least Linda and I would be holed up in a nice cozy motel out of the elements. It was definitely raining by the time we pulled up to Ron Kiser's cycle shop. We dodged inside to say hi to the crew, and ask if a decent room could be found close by. After an hour or so of race stories and jokes, we made our way to an inn of questionable quality and procured accommodations for the night.

Once the cooler and less important gear was moved out of the elements, Linda talked me out of rolling my bike into the room by pointing out that the

proprietors might charge us for an extra bed. That's just the kind of trick you might expect from a place like this, so I left the poor thing on the truck.

After a quick shower, we called on a friend to see what folks did around this area for fun. We found out about one hour later, and kept right on finding out all night long. We must have dragged back to our room at right about 2:00 A.M.; and it was still raining bucketfuls.

The next morning came all too quickly for me, and I crawled to the window to watch for signs of clear skies. Seeing no blue on the horizon, I slowly crawled back to bed. Linda was having none of it though, and she made sure I would get no more sleep today. Helpless against such overwhelming odds, I decided it would be easier to get the truck loaded up than to try to get any more shut-eye.

Moving from so dry and cozy an environment into such a damp chilly morning was a mild shock to my still sleepy



system. A brief pause at a small service station for gas, biscuits, and lots of hot coffee helped put me back in the pink. Following the Tucker-Rocky arrows down a country lane, so full of twists and turns it called to mind visions of a snake trying to swallow a slinky, we were graced with a view of some of the area's beautiful farm land and really friendly cows. It was obvious to me that these potential T-bones were used to the sight of motorcycles, since they didn't seem too concerned at the prospect of this unusual influx of dirt bikes racing through their choice grazing fields. In fact, they were probably amused by the thought of scores of cursing riders washing the meadow-muffins off of their bikes, and out of their riding gear.

Once we found the race location I stopped long enough to introduce myself to our host Stan Norris, and to chat awhile about the course layout. Mr. Norris said he would be glad to let me ride around the trail and take pictures, so long as I didn't cause any traffic jams. I assured him that he had nothing to worry about, and off the record, that's why I took photos instead of raced. He seemed satisfied with that.

Once the race was nearing

the start, and I had wandered around the pits for a while talking to folks; I staked out a spot on the top of the up-hill start. There was a convenient truck behind which to duck in case any stray rider might lose control in my general direction, and the rain-soaked terra firma could become a factor. I still recalled the near miss in Ivor earlier this year.

It was still drizzling at a fairly steady rate, but I could see the riders down below on the starting line, and prayed they could see me when they got up here. Stan must have a good sense of humor because the race starters were lining everyone up for a 'Monte-Carlo' start, and humorous it was too. It's hard enough to run in these boots on a dry day, but add a little rain, some wet clay, and a few field cookies, and you end up with a very funny start. Slipping and sliding to get to their bikes did prevent the usual hole shot tie ups, and allowed for a more evenly spaced charge up the hill.

Once into the first turn in the trees, it became obvious to more than one rider that brakes would have minimal effect at best. The lack of pucker power didn't seem to affect overall winner Billy Cox as he flew his 125 Suzuki to the second over-



Tommy Ashley, owner of the worst misspelled name in VCHSS and *Trail Rider* history, thumps towards his top Four-Stroke finish.

all win for a 125 class rider this year. The last race in Ivor saw Jeff Blankenship take those honors on his Yamaha. Does anyone see a trend starting here, or is it just me? Jeff came in behind Billy to take first place in that class, followed by George Greer in second.

The 0-100, or Mini class as it's more commonly known, was not given the course to themselves this time, and it appeared that these youngest racers were having no trouble keeping up the pace with the rest of the field. Kevin Cooper sewed up the first place pocket in his class, with Johnny Cox hot on his tail. It won't be too long before a lot of these guys are forced, by the natural process of aging, to move up to the next class of their choice. When that day comes, the rest of us old timers had better be on our toes.

When the 200cc class made its assault on the hill, Andrew (Mud Puppy) Williams led the way from start to finish. Once he locked up this holeshot, he



Bob Williams is minding his own business, and Billy Cox is getting ready to pass. Billy is the second 125 rider to win an overall this season.



Johnny Cox clears the woods on his way to a second place in the Mini class.

only looked back once: to see who was following him. When he saw it was David Ashley dogging his tracks, he knew he couldn't make any mistakes. Both Andrew and David rode their green bikes as well as any pro could hope to do, and they finished first and second, respectively.

The 250 class was led by Karl Johnston, with Eddie Young bringing home the silver in second. This "deuce and a half" class had a good turnout at Stoney Broke, and the course was made just right for a 250.

After the first lap, Open class winner Paul Norris had almost a full minute lead on second place finisher Eddie Armentrout. As the laps ticked away, Paul pulled out nearly two minutes on Eddie, but Eddie did the same to the third place rider.

Mark Maddox took the gold home in the Senior class, while Rick Pino scored silver. Rick may have had his mind on sales (you know—Rick's Cycles), as

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he was doing business right up to the last minute before the start.

By the time the Super Senior passed my vantage point on top of the hill, the rain looked like it might go away long enough to make the afternoon sticky and humid, but as soon as I pulled my camera out to shoot class winner Dave Albert, it started to drizzle again. Dave was followed in by Sonny Wood, who looked like he was enjoy-

ing himself immensely.

Tommy Ashley repeated his performance at Ivor by taking top honors in the Four Stroke class. By the way, I sort of hit the wrong keys on the typewriter in that story and wound up misspelling Tommy's name. Somehow the "U" key was placed where the "M" should have been, and I can't figure out how the "X" and "Y" got so badly screwed up. Please accept my apologies and try to



Always cover your mouth when you sneeze! Mark Maddox minds his manners while winning the Senior class.

**Stoney Broke H.S.
Class Results
Billy Cox
Overall Champion**

AA

1. Roland King
2. Danny Morrison
3. R.J. Faddis
4. Robby Deal
5. Gary Hatch

Mini

1. Kevin Cooper
2. Johnny Cox
3. Matthew Brantley
4. Robbie Felts
5. Rusty Meader

125

1. Jeff Blankenship
2. George Greer
3. Richie Denzler
4. Chuck King
5. Jeff Wall

200

1. Andrew Williams
2. David Ashley
3. Travis Jones
4. Mike Wade
5. Lee Sutton

250

1. Karl Johnston
2. Eddie Young
3. Don Hall
4. John Hurley
5. Robert Kenny

Open

1. Paul Norris
2. Eddie Armentrout
3. Glenn Holcomb
4. Bobby Wilt
5. Robert Galyon

Senior

1. Mark Maddox
2. Rick Pino

3. Robert Cox

4. Bob Williams
5. Bob Jones

Super Senior

1. Dave Albert
2. Sonny Wood
3. Stan Littleford
4. Johnny Bare
5. Doug Reese

Four Stroke

1. Tommy Ashley
2. Joey Lawson
3. Mac Price
4. Albert Odenthal
5. Bob Felts

Trailrider

1. Freddy Moore
2. Lee Eanes
3. Manuel Fonseca
4. Wayne Pettry
5. Frank Orsini

understand that I type even worse than I ride. Let's hope that I don't do anything like that while I try to relate how Joey Lawson took second place in the thumper class, chasing Touux—I mean Tommy—all day long.

Roland King won the AA class and had his name misspelled also. Seems I left the "D" off his name, so I owe him another one. Well, Roland, there you are; all paid up. Right behind Roland came Danny Morrison, putting the bag on second place.

The Trail Rider class always draws a good crowd of entries, and this race was no exception. Freddy Moore led the pack of

Twenty riders, with Lee Eanes leading the remaining nineteen.

I'd like to thank our host, Stan Norris, for having all of us out to his place for another fine race, and also thank all of our series sponsors for making this the richest hare scrambles series on the east coast. I would like to encourage all of my fellow riders to take pen in hand and thank all these wonderful folks personally. Contact any one of the series officers for addresses. They don't have anything better to do anyway. And thanks for the hang-over Carvin, thanks to Ron for the hats, and better luck next time, Tracy. □

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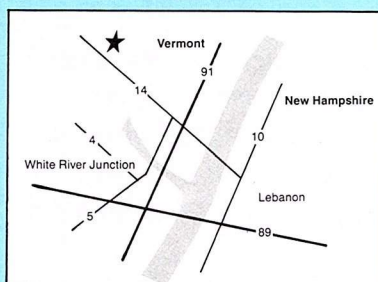
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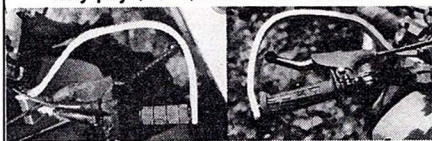


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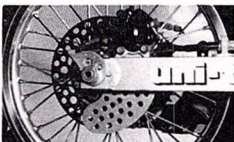
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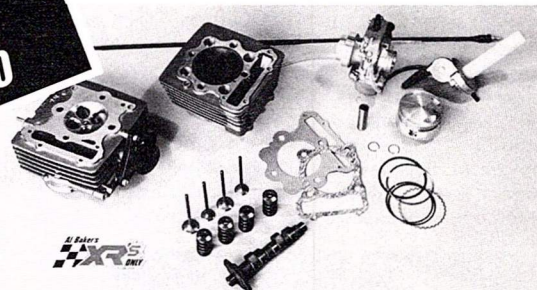
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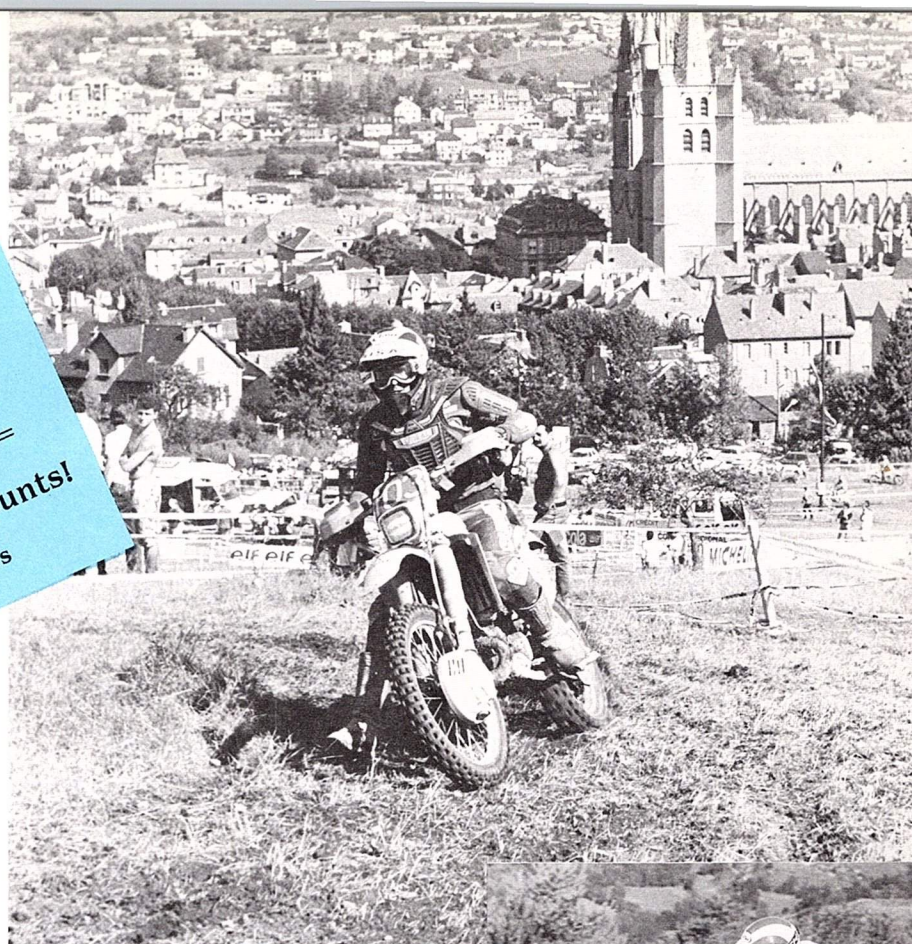
Where "Almost" never counts!
by Kit Palmer / Cycle News

What started out as a promising Six Days ended in heartbreak for both the U.S. World Trophy and Junior World teams at the 63rd ISDE in Mende, France.

Up until day three, the U.S. Trophy team looked to be on its way towards a top finish, while the U.S. Junior World team had a realistic shot for the win, but once again, bad luck struck the Americans who are still looking for their first-ever World Trophy victory.

The 1988 U.S. Trophy team consisted of Dave Bertram, Drew Smith, Terry Cunningham, Charles Halcomb, Larry Roeseler and Kevin Hines. The team was sitting comfortably in sixth place following day two, but the team's drive suddenly jammed into reverse when Smith's chain eventually broke three times before he could replace it. Smith ended up abandoning his motorcycle, scurried into town on foot and copped a chain off a spectator's KTM which was parked outside a restaurant.

By the time Smith reached the next check he had nearly holed out, and dropped so many points that the U.S. Trophy team would never really recover. The U.S. squad had dropped to 12th in the standings and would eventually work back up to ninth overall, while host country France captured the win. The powerful French team was led by top individual rider



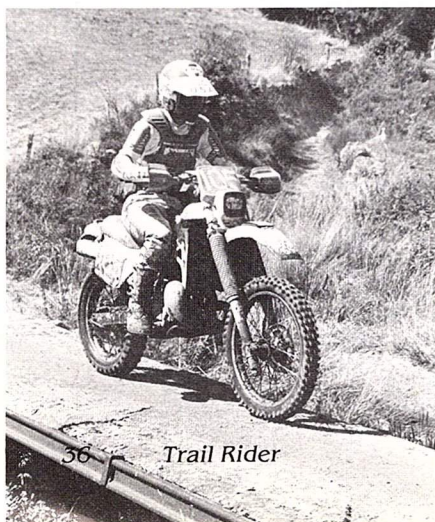
Dave Bertram rounds a turn on a special test, with Mende in the background. Dave won a gold for the ill-fated Trophy team.

Randy Hawkins continues to prove the value of the Suzuki RM in off-road events. He bagged a gold medal on the Junior World team.



Fred Hoess was top American in evaluation points and gold medalist on his Kawasaki. Large parts of the course were dry and dusty.

This is what Charlie Halcomb looks like when he's not flying through the air doing a wild crossup. Charlie had the second best American performance, and picked up a gold metal.



36 Trail Rider

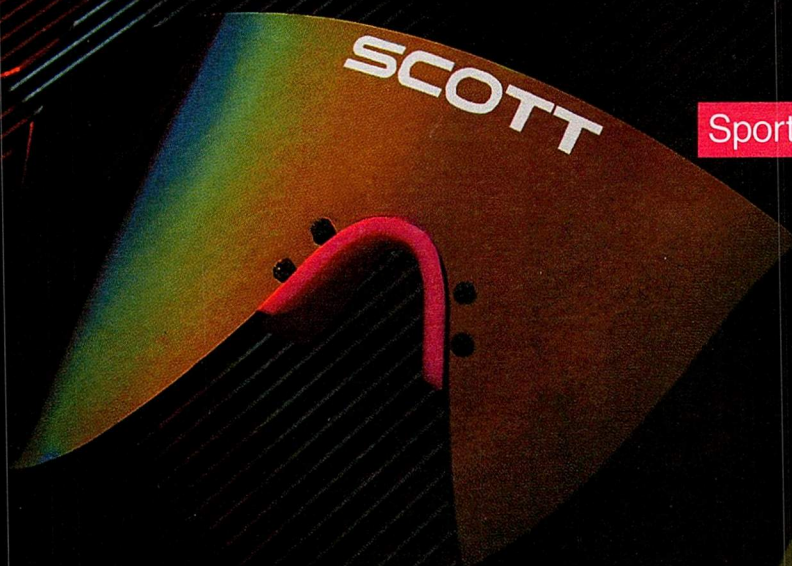
- WORLD TROPHY**
1. France
 2. Italy
 3. Czechoslovakia
 4. Holland
 5. Great Britain
 6. Finland
 7. West Germany
 8. Spain
 9. USA
 10. Switzerland.

- JUNIOR WORLD**
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 2. Finland
 3. West Germany
 4. East Germany
 5. Great Britain
 6. Spain
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 10. Holland
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Drew Smith avoids some of the local masonry along the course. Drew had terrible luck and snapped a chain, killing his chances for a valuable metal and the Trophy team's chance for a good placing.

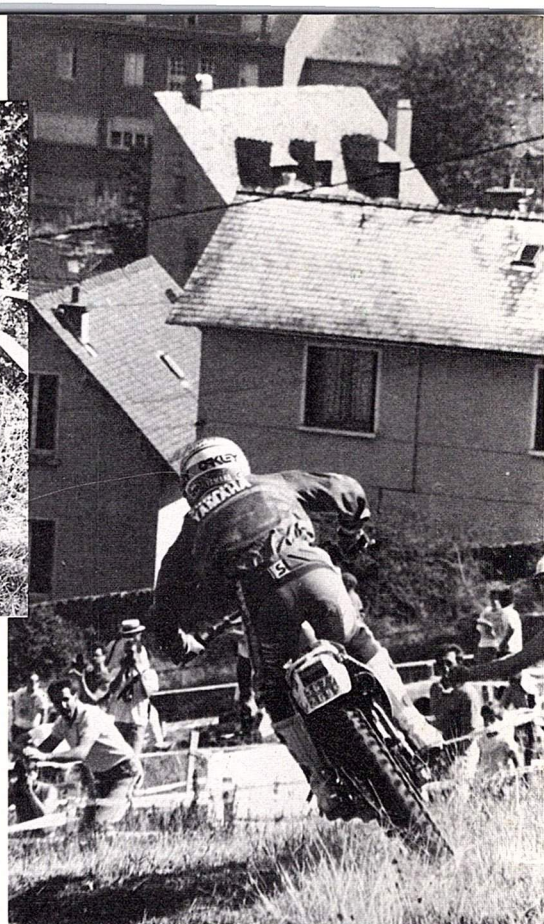
Stephan Peterhansel, riding an over-bored Yamaha YZ250 in the 500cc class. Italy took second followed by Checkoslovakia.

Top American (in lowest evaluation points) was New Jersey's Fred Hoess, who edged out Halcomb and Cunningham. Hoess finished 14th in the highly competitive 250cc class while Halcomb finished 15th.

Hoess, Randy Hawkins and Kurt and Aaron Hough made up the U.S. Junior World team and were headed towards a possible class win before Kurt blew out his knee in a day-three special test. Kurt collapsed to the ground after severely twisting his knee in a turn and dropped 10 minutes, including points in the special test.

Kurt managed to remount his motorcycle and finish the day, although he was unable to climb off his Kawasaki during his pit stops because of the pain. Kurt could not start day four which dropped the U.S. team out of contention. The team fell from third to eleventh. Italy went on to win the Junior World division with Finland and West Germany finishing second and third.

In all, 13 Americans earned gold medals in France including Hoess, Halcomb, Cunningham, Jeff Fredette, Aaron Hough, Fritz Kadlec, Roeseler, Bertram, Hawkins, Hines, Brian Mull, John Haaker and Joe Zierman;



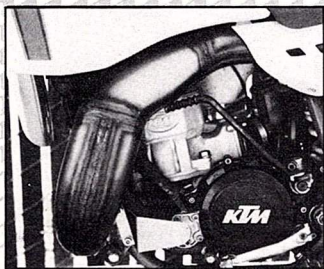
while seven took home silvers: Todd Harris, Matt Stavish, Grant Palenske, Charlie Kouba, Scott Lathrop, Dwight Rudder and Gary Hazel. John Nielsen finally ended his Six Days jinx and finished on bronze, as did Smith.

Six Americans DNFed. Rick Daniel broke his foot and Robert Neeley seized his engine—both riders dropped out on the first day. Scott Drafs was sidelined on day three after breaking his collarbone, as was Jeff Irwin, who succumbed to stomach ailments. David Rhodes' four-stroke Husky seized on this day as well. While Kurt Hough dropped out with his knee injury. □

"Excuse me, but do I make a left at the next house, or on the next house?" Overall winner Stephan Peterhansel is waved on by his countrymen.

KTM ACCESSORIES

PARTS AND INFORMATION



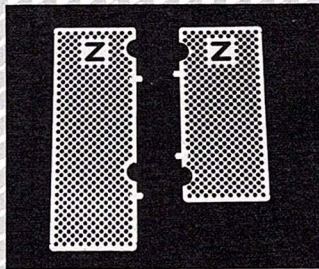
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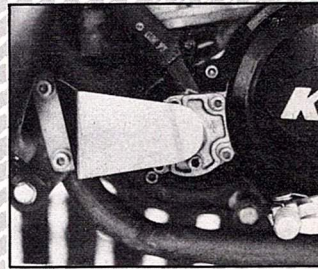
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You come from out of the blue to take the lead. All you know is, this bike is a blast. Its raw power is exhilarating. With its razor-sharp handling you slice through each turn. There's no fighting it, no struggle — you and the bike are one. Winning has never felt this sure before.

This is KTM for 1989. The 600, 500, 350, 250, and 125 MX — part of the full line of motocross, desert and enduro bikes.

For 1989, we've added more power throughout. We altered the frame geometry to improve handling. We've

added MX pre-dialed, easily adjustable USD White Power forks and shocks, and single piston disc brakes.

We've also added the 350 MX — a proven winner in a more manageable package. The 250 has a new Kehin carburetor and improved porting for more explosive power. And refinements to the 125, 500, and 600 will keep them at the top of their classes.

Once again, KTM meets the challenge.

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Always wear protective riding gear and operate a properly muffled machine. Protect your right to ride.
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